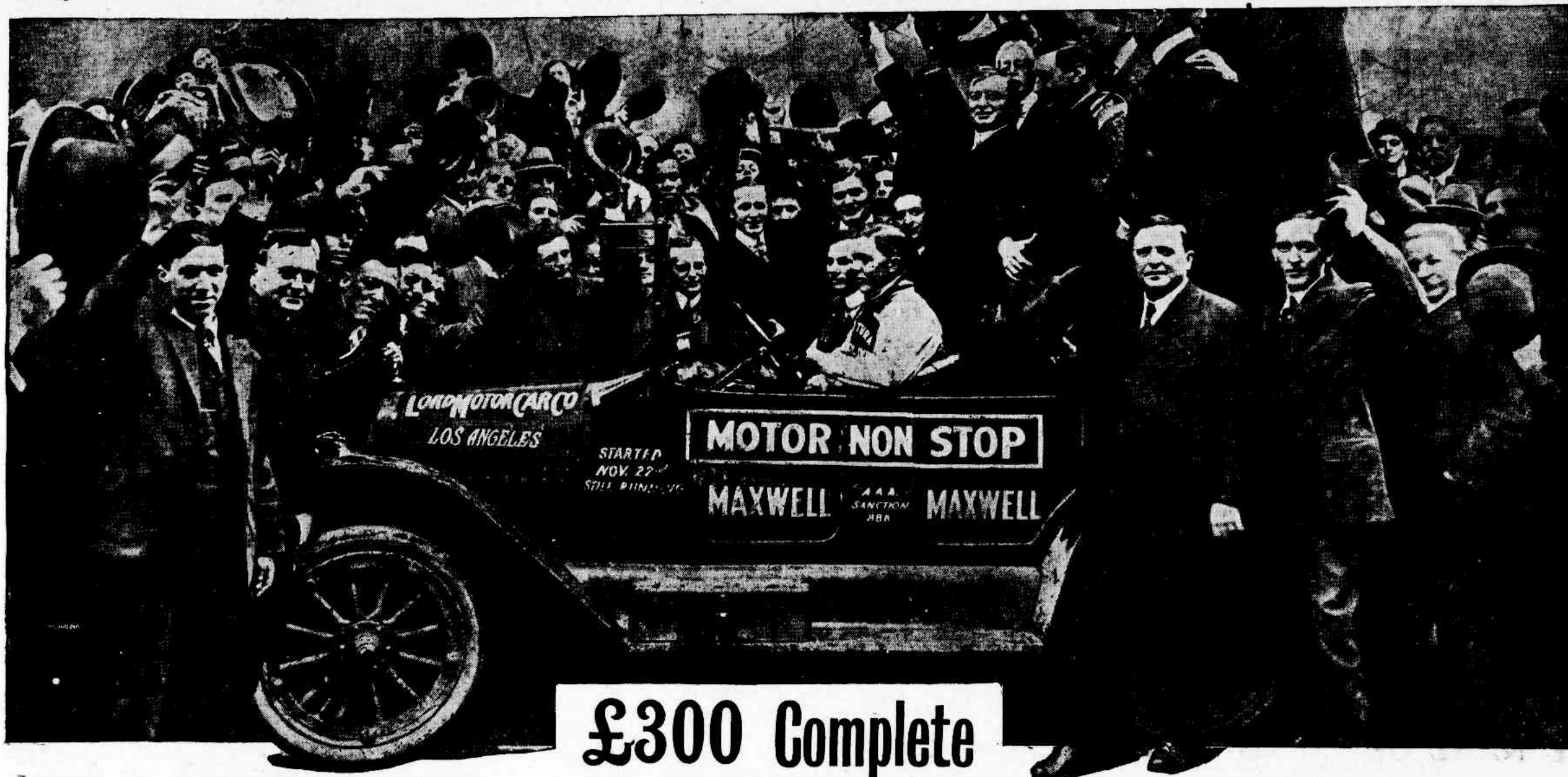


LENNON AND COMPANY, 28 - CAS
REAL ESTATE AGENCY, old estab

[illegible]

22,000 MILES WITHOUT STOPPING.



£300 Complete

MAXWELL

Facts and Figures

These Figures tell the Story of a World's Record-Breaking MAXWELL Run.

They are official and authentic, for they form the Report of carefully picked representatives of the American Automobile Association

The Run was made by a MAXWELL Touring Car—a Car identical in every detail with the MAXWELL you can buy for

£300

From November 22, 1915, to January 5, 1916—44 days—this MAXWELL Car travelled continuously and the motor was never stopped. The result of each day of this run is shown on the accompanying chart.

This MAXWELL covered an average of more than 500 miles a day. Look at the chart and see with what wonderful consistency the pace was maintained day by day. The chart proves a MAXWELL fuel consumption of one gallon to each 27.35 miles.

Endurance, Consistency, Economy—those virtues you will prize most in your motor car—are all proven conclusively for the MAXWELL, by this record breaking test, as told in the cold figures of the official report.

Write for Catalogues to the Sole Distributing Agents for New South Wales:—

Motor Non-Stop Test Chart

(A.A.A. Sanction No. 88)

24 Hours Running Checked Each 1000.	Consistency Daily Mileage.	Reliability Total Mileage.	Economy Av. Miles per American Gal. of Gasoline.
Nov. 23	511.9	511.9	22.2
" 24	551.4	1,063.3	22.82
" 25	537.4	1,600.7	21.49
" 26	505.9	2,106.6	22.47
" 27	518.6	2,625.1	21.70
" 28	509.6	3,132.7	23.02
" 29	515.5	3,648.2	26.40
" 30	480.1	4,128.3	22.80
Dec. 1	498.8	4,627.1	26.99
" 2	484.6	5,111.7	21.77
" 3	608.6	5,618.3	20.71
" 4	428.9	6,057.2	19.51
" 5	502.8	6,559.9	19.44
" 6	517.0	7,076.9	22.15
" 7	595.0	7,581.9	22.35
" 8	498.3	8,075.2	22.03
" 9	472.6	8,547.9	21.33
" 10	477.7	9,025.5	23.43
" 11	406.2	9,529.7	23.82
" 12	510.1	10,060.8	23.66
" 13	583.3	10,600.1	23.18
" 14	455.9	11,066.0	23.85
" 15	523.1	11,589.1	22.95
" 16	539.1	12,128.2	21.99
" 17	492.3	12,621.0	22.09
" 18	512.9	13,133.0	21.72
" 19	525.9	13,658.9	28.33
" 20	527.5	14,186.4	23.14
" 21	496.8	14,683.2	24.60
" 22	493.3	15,174.0	22.20
" 23	487.1	15,661.1	25.12
" 24	488.5	16,414.6	21.76
" 25	477.6	16,619.1	22.33
" 26	492.6	17,111.7	22.29
" 27	487.1	17,598.8	19.79
" 28	477.4	18,076.2	18.91
" 29	523.0	18,601.1	18.20
" 30	486.9	19,062.0	20.24
" 31	504.9	19,571.9	21.83
Jan. 1	501.4	20,073.3	19.82
" 2	451.8	20,525.1	20.97
" 3	479.1	21,004.2	21.56
" 4	455.6	21,459.8	18.82
" 5	562.5	22,022.3	19.10

The AMERICAN GALLON is only four-fifths of the BRITISH GALLON—this gives an average over the whole 22,022 miles of

27.35 Miles to the Imperial or British Gallon

The Car is Complete with:—

ELECTRIC LIGHTS
ELECTRIC SELF-STARTER
ONE-MAN KHAKI HOOD
DETACHABLE RIMS and
HIGH TENSION MAGNETO

Another MAXWELL Record.

The World's Championship Touring Car is the MAXWELL. Its right to the title is based on a recent performance that far exceeds all prior records for endurance and sustained speed. Formal Certificate by the American Automobile Association—a body that has never stood sponsor for a doubtful feat—is proof of this new world's record.

This MAXWELL Car was driven more than 22,000 miles without stopping the motor.

44 DAYS AND NIGHTS.

On November 22, 1915, this MAXWELL Car began its endeavour to surpass the American non-stop record of 12,404.9 miles. The car was a stock touring model, verified as such by American Automobile Association technical experts.

On January 5, 1916, with car and motor still in perfect running order, the run was publicly ended with a record of 22,022.3 miles.

The MAXWELL'S record not only exceeded the prior American mark, but also added more than 5,000 miles to the prior world's record, set by a costly British Car.

500 MILES A DAY.

During the 44 days' run, the MAXWELL had travelled steadily, day and night, at the rate of more than 500 miles in each 24 hours. The only stops were for a change of crew or an installation of supplies. Even when the car itself was at a standstill, the motor was not allowed to stop.

Day after day, week after week, this test was prolonged. Drivers relieved each other in relays of eight hours each. Official observers changed at stated periods. The old American record was broken. The European mark was next to fall. Still the MAXWELL kept grinding off the miles.

It was, in fact, a winter weather. But all weather and all going were alike to this sturdy MAXWELL Car. Unfavourable conditions might reduce the mileage of one day, but an occasional period of clear weather always restored the average.

STRONG AT THE END.

Motives of sportsmanship and the belief that the run would continue for 25,000 miles—for 50,000 perhaps—caused the decision to arbitrarily stop the motor at noon, January 5. To continue further would probably have discouraged non-stop competition for many years to come, if not for all time.

Strong and capable, the MAXWELL, rolled to the finish, its motor pulsating as strongly as ever, its chassis without a spot needing attention or adjustment.

OUR PHOTOGRAPHS.

The photograph at the top of this page shows the finish of this epoch-making run. It was taken immediately after Mayor Sebastian of Los Angeles had switched off the ignition stopping the motor.

Below we show the car as it started out of the garage of the Lord Motor Co., Los Angeles Maxwell distributors, to begin its long grind.

"BLOOD WILL TELL."

An interesting fact brought out by this run is the MAXWELL's faithfulness to type.

The car that holds the world's record is the third MAXWELL to distinguish itself in this way.

The first MAXWELL non-stop champion won its title in 1909 with a run of 3,000 miles. The second MAXWELL record was 10,000 miles, established in 1912.

Motor cars, like human beings, develop and maintain family traits. "Blood will tell."

LIGHTNESS MEANS STRENGTH.

We have summarised the facts of this epoch-making run, not from any sentimental motive nor from the pride we feel in the performance of this MAXWELL car, but as proof of several basic principles, especially important to anyone about to buy a motor car.

The MAXWELL endurance champion is a LIGHT CAR, weighing complete, with all its equipment, but 1950 pounds. Its run was possible because of this lightness—lightness that means strength and long life when based on scientific metallurgy and the use of alloyed steels instead of ordinary automobile material.

Simplicity Helped.

The champion is a FOUR-CYLINDER car. Simplicity in design was a big factor in this unequalled example of motor stanchness.

The Champion is a popular-priced car, selling for £300

It is the lowest-priced completely equipped car that has successfully stood the test of time in the service of so large a number of owners. Yet no costly car has ever approached a feat such as this MAXWELL performed. Equal sturdiness we concede to no car, regardless of price. AND THE RECORDS BEAR US OUT.

THE SAME MAXWELL.

At the MAXWELL showroom there awaits you a car that is, to the minutest detail, the duplicate in design and material of the endurance champion. In beauty, comfort, and completeness it asks no odds of any rival.

Make that MAXWELL yours.

You may never care to drive your MAXWELL 500 miles in a day, but the car that will cover 500 miles will cover a shorter distance with the same ease.

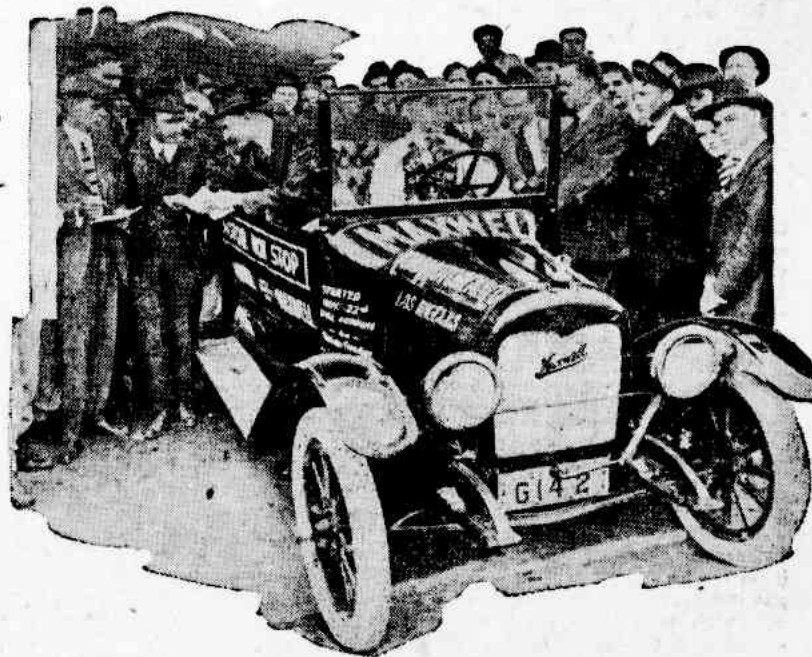
DRIVE A CHAMPION.

You may never want your motor to run 44 days without stopping, yet you can appreciate in your MAXWELL that same freedom from repair and adjustment which made noteworthy the champion's feat.

Material and workmanship that made possible this 22,000-mile motor non-stop run are merits you can not afford to overlook, when you select your automobile.

Own a Champion Motor Car! Own a MAXWELL!

Touring Car, £300 Roadster, £290



BOWENS LIMITED,

276/8 Castlereagh-st.,
SYDNEY.

N.B.—Large Stocks of Spare Parts carried, and are only obtainable from BOWENS LIMITED, or their accredited Agents.

Country Agents Wanted where not already represented.

BRITISH ACTIVITY IN WEST

ANZACS' SUCCESSFUL RAIDS.

TRENTINO. THE AUSTRIAN RETREAT

The artillery activity on the British front continues. The Paris "Temps" says it is now the turn of the Germans to submit to a ceaseless hail of shells.

A French official report says that operations at night enabled them to enlarge the ground gained near Thiamont work (east of the Meuse).

Correspondents, in describing the Anzac night raids on the Western front, say that the defenders of the enemy trenches were unable to escape. It is believed that every German in the trenches raided was killed or taken prisoner.

The Italians are following up their success in the Trentino. The Italians found along the whole front traces of the barbarous methods of the Austrians.

In announcing that the shortening of their front between the Adige and the Brenta was completed on Monday the Austrians stated: "The Italian claims to victory are untrue."

Attempts by the Germans to take the offensive in the northern sectors on the Eastern front were repulsed.

Between June 4 and 23 General Brussloff captured 198,072 prisoners.

WESTERN FRONT. BRITISH ARTILLERY ACTIVE.

BRILLIANT WORK BY ANZACS.

FRENCH ATTACKS AT THIAMONT.

A semi-official Paris report states that the enemy's violent effort between June 23 and 24 in the Thiamont region was made at the cost of enormous losses, which were completely disproportionate to the results obtained. The effort momentarily exhausted the Germans, even the bombardment shelling on both banks of the river in the region of Hilt 304, where a violent duel continued.

It is stated in Berlin that a high German diplomat is reported to have estimated the German losses at Verdun at 100,000.

FRENCH OFFICIAL REPORT.

A communiqué states: Local operations at night enabled us to enlarge the ground gained near Thiamont work at Fleury. But the position is unchanged. Three of our aerial machines fired 60 shells at German vessels near the Belgian coast.

The Germans on Tuesday afternoon attacked part of the village of Fleury, which is in our occupation. The attack was completely repulsed.

GERMAN COMMUNIQUE.

A German communiqué states: French attacks north-west of Thiamont and south-west of Fort Vaux were without result.

SIR DOUGLAS HAIG'S REPORT. General Sir Douglas Haig reports: We repulsed a German attack on the Ypres-Memmel line. All along the front our troops were very active, enacting the enemy's trenches at numerous points, and inflicting many casualties. We exploded mines at Loos, which enabled the Leirs to enter many casualties in a successful raid.

THE BRITISH GUNS.

The "Petit Parisien" draws attention to a German description of the British guns which are thundering furiously from end to end of the front, and adds that it has possibly some connection with the suspension of the German offensive along the Meuse. The British army, the paper says, is formidable, and the Germans are unable to deny the offensive powers of Kitchener's armies.

Reports which M. Blaud, the French Minister, has brought to Paris from the British front, of the splendid preparedness and moral of the British troops, have filled France with confidence and encouragement.

The Paris "Temps" states it is now the

EASTERN FRONT. ENEMY ATTACKS. ON NORTHERN SECTORS.

REPULED BY THE RUSSIANS.

A Petrograd communiqué says: Numerous attempts by German infantry to take the offensive in the northern sectors, especially in the Lake district, were easily repulsed. The heavy bombardment on the Stokhod and Middle Strypa fronts continues.

General Brussloff reports that the prisoners captured from the 4th to the 23rd total 4031 officers and 194,041 men; also 219 guns, 644 machine guns, 196 bomb mortars, and 38 searchlights.

During the crossing of the Dniester parties of Don Cossacks swam the river naked, carrying only their rifles. On reaching the other bank they attacked the enemy with the bayonet, and held the position until reinforced.

An unofficial message says that 100,000 troops, including many prisoners, are strengthening the Kovel defences, which extend ten miles from the town. Don Cossacks are crossing the Dniester, south-west of Buczacz, and threatening Kovel by the railway station of Chortkiv. It is expected that the Cossacks will sweep round the Chernava River from the west.

The French mortars, at midnight, began cutting the barbed wire in front of the enemy trenches like bean stalks. Suddenly our guns barraged the communication trenches, putting a fence of shell-fire round the positions to be attacked. Then the Anzacs went forward with bombs and truncheons. A German machine gun began scouring "No Man's Land" but the raiders escaped the bullets and rushed on.

One party encountered Prussians and the other Saxons. It was a terrible ten minutes. The Germans came out to see the Anzacs in their trenches. Some promptly surrendered, others tried to escape themselves with bombs, many killing their own comrades. The Anzacs did not waste a moment. They accomplished a great deal by quick work. They rummaged the dugouts for papers, handed out prisoners, bombed along the trenches, and sent machine guns to break through the debris and sandbags, which were strewn with corpses—the result of the bombardment.

When ordered to retire, an Anzac, who was escorting some prisoners over the parapet, shouted, "I won that five francs!" to an officer who had a speaking belt, and the number of prisoners. An officer cheerfully drew attention to six bullets in one arm, as "remarkable luck."

These raids demoralise the Germans. They say they are dreadful nightmares, and are driving the men mad.

Other correspondents describe the "Anzac raid" in the neighbourhood of Armenians. It was a calm summer night, with no moon showing. The trench mortar bombardment lasted only eight minutes instead of the usual forty minutes. The German trenches were heavily manured and the defenders were unable to escape during the barrage fire. It is believed that every German was killed or taken prisoner. The attackers advanced across "No Man's Land" through machine gun fire, but happily it was ill-directed and there were practically no casualties. Owing to the Anzacs' springing powers, the enemy was unable to break through the trench which they had captured. It was comparatively easy to capture the Saxons and Prussians. Many went down on their knees and squealed. The difficulty was to get the captives out of the trenches, so terrified were they of their own artillery.

A local New Zealand correspondent reports that the Anzacs were very active, enacting the enemy's trenches at numerous points, and inflicting many casualties. We exploded mines at Loos, which enabled the Leirs to enter many casualties in a successful raid.

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TRENTINO. THE ITALIAN SUCCESS AUSTRIANS' BARBAROUS METHODS.

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SWITZERLAND. DETAINED MERCHANDISE. GERMANY DEMANDS DELIVERY.

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IRISH PROBLEM. LORD SELBORNE. REASONS FOR RESIGNATION.

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SHIPPING LINE CALL OF DUTY. MR. HUGHES' DEAL. UNIVERSAL SERVICE. TOWN HALL MEETING.

REPULED BY THE RUSSIANS.

A Petrograd communiqué says: Numerous attempts by German infantry to take the offensive in the northern sectors, especially in the Lake district, were easily repulsed. The heavy bombardment on the Stokhod and Middle Strypa fronts continues.

General Brussloff reports that the prisoners captured from the 4th to the 23rd total 4031 officers and 194,041 men; also 219 guns, 644 machine guns, 196 bomb mortars, and 38 searchlights.

During the crossing of the Dniester parties of Don Cossacks swam the river naked, carrying only their rifles. On reaching the other bank they attacked the enemy with the bayonet, and held the position until reinforced.

An unofficial message says that 100,000 troops, including many prisoners, are strengthening the Kovel defences, which extend ten miles from the town. Don Cossacks are crossing the Dniester, south-west of Buczacz, and threatening Kovel by the railway station of Chortkiv. It is expected that the Cossacks will sweep round the Chernava River from the west.

The French mortars, at midnight, began cutting the barbed wire in front of the enemy trenches like bean stalks. Suddenly our guns barraged the communication trenches, putting a fence of shell-fire round the positions to be attacked. Then the Anzacs went forward with bombs and truncheons. A German machine gun began scouring "No Man's Land" but the raiders escaped the bullets and rushed on.

One party encountered Prussians and the other Saxons. It was a terrible ten minutes. The Germans came out to see the Anzacs in their trenches. Some promptly surrendered, others tried to escape themselves with bombs, many killing their own comrades. The Anzacs did not waste a moment. They accomplished a great deal by quick work. They rummaged the dugouts for papers, handed out prisoners, bombed along the trenches, and sent machine guns to break through the debris and sandbags, which were strewn with corpses—the result of the bombardment.

When ordered to retire, an Anzac, who was escorting some prisoners over the parapet, shouted, "I won that five francs!" to an officer who had a speaking belt, and the number of prisoners. An officer cheerfully drew attention to six bullets in one arm, as "remarkable luck."

These raids demoralise the Germans. They say they are dreadful nightmares, and are driving the men mad.

Other correspondents describe the "Anzac raid" in the neighbourhood of Armenians. It was a calm summer night, with no moon showing. The trench mortar bombardment lasted only eight minutes instead of the usual forty minutes. The German trenches were heavily manured and the defenders were unable to escape during the barrage fire. It is believed that every German was killed or taken prisoner. The attackers advanced across "No Man's Land" through machine gun fire, but happily it was ill-directed and there were practically no casualties. Owing to the Anzacs' springing powers, the enemy was unable to break through the trench which they had captured. It was comparatively easy to capture the Saxons and Prussians. Many went down on their knees and squealed. The difficulty was to get the captives out of the trenches, so terrified were they of their own artillery.

A local New Zealand correspondent reports that the Anzacs were very active, enacting the enemy's trenches at numerous points, and inflicting many casualties. We exploded mines at Loos, which enabled the Leirs to enter many casualties in a successful raid.

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Attempts by the Germans to take the offensive in the northern sectors on the Eastern front were repulsed.

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